

**City of Issaquah**  
**Major Development Review Team (MDRT)**  
**Administrative Site Development Permit**

**NOTICE OF DECISION**

**TO:** Irma Dorè  
Port Blakely Communities  
1011 NE High Street, Suite 200  
Issaquah, WA 98029

**SUBJECT:** Administrative Site Development Permit for Block 6, Issaquah Highlands

**Number:** ASDP09-004IH

**Decision Date:** October 23, 2009 **REVISED** February 7, 2011 (revisions shown legislatively)

**Request:** Application for an Administrative Site Development Permit for a 14 screen cinema (approximately 60,000 sq.ft.), 13,112 sq.ft. of retail, a permanent parking lot for ADA parking, and an Interim Parking lot 6,261 sq.ft. of future retail on a 2.42 acre site. The site consists of a single story cinema with retail on two sides, ~~a portion of which will be a future building.~~ A plaza, permanent ADA surface parking as well as Interim Parking, and landscaping are also included. ~~A lot line adjustment is necessary as a portion of Block 6 is included in the Block 7 site plan which was approved in ASDP09-002IH.~~

**Location:** Block 6, Development Area 4 of Issaquah Highlands, bordered by:  
*North:* High Street, Block 9 (~~ASDP for YWCA housing and plat for Z-home approved under construction~~)  
*West:* Highlands Drive, Block 5 (proposed Interim Parking lot on entire block; see ASDP10-007IH interim Park and Ride lot on western half of the block)  
*South:* Park Drive, Block 3 (ASDP for restaurants and retail submitted but not approved)  
*East:* Block 7, Lot 1 (proposed Interim Parking lot on entire block, ASP10-006IH ASDP for 2 story garage and adjacent future retail approved); Block 7, Lot 2 (future retail, ASDP09-002IH)

**NOTES**

1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Responsible Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Appeals may be filed by the applicant, the City Responsible Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Responsible Official issues the decision and mails it to the applicant. Appeals shall meet the Criteria identified in Section 8 of Appendix L of the Development Agreement and follow the process identified in that Section.
3. Any major change (as determined by the Responsible Official) to the approved site plan or accompanying submittal information may require a revision to this ASDP or a new ASDP review and decision. Less substantial changes may be approved administratively by the Responsible Official.
4. Building, utility, and sign permits will not be approved unless all applicable Conditions of this Notice of Decision are satisfied to the satisfaction of the Responsible Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.
6. This ASDP approval expires three years from the Decision Date or as otherwise provided by IMC 18.04.220.

**Decision:** On October 23, 2009, the MDRT approved the Administrative Site Development Permit application, and on February 7, 2011 the MDRT revised the Notice of Decision. Approval of this application is based on the May 5, 2009 submittal (and resubmittals dated June 22, 2009, December 7, 2010, and January 27, 2011) and is subject to the following conditions:

### **Site**

1. The landscaping and site detail shown outside of the lot boundaries on the plans have not been considered and are not approved through this decision.
- ~~2. Prior to submitting any permits for construction (Utility or Building), the applicant must either submit and receive approval for a lot line adjustment or provide a revised site plan for the entire Block 6.~~
3. Compliance with these conditions may require adjustment of lot lines as shown in the short plat of Block 6, SP09-005IH.
4. In the event the project is phased as is currently proposed, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements, and minimizes construction impacts to adjacent neighbors.
5. Prior to submitting construction permits for the future development except grading, determine where United States Postal Service will require its mail kiosk and incorporate it into the site design.
6. The Interim Parking lot is approved with the following conditions:
  - a. The Interim Parking lot shall meet all required design and construction standards except as exempted by the 7<sup>th</sup> Amendment to the Development Agreement.
  - b. By June 30, 2018, the applicant/owner shall provide the City with a plan to bring the Interim Parking lots into compliance with the Development Agreement during the two-year transition period (2019-2020) or receive approval from the City Council to extend the allowed period for Interim Parking lots.
  - c. Within a month of approval of this ASDP, the applicant must update the Town Center/High Streets Regional Parking map and spreadsheet from AM07-008IH to reflect Interim Parking locations as approved by this and other ASDPs.
  - d. All Interim Parking Lots must be owned by the Master Developer; or as otherwise approved by the Responsible Official where equal or greater protection can be provided to the City.
  - e. All parking in Interim Parking Lots must be free of charge (i.e. no

cost).

~~Future Development for Block 6 was reviewed for approval based on the information provided by the applicant: building footprint, entries, weather protection, right of way intrusion, parking location and number, waste enclosure location. Except as conditioned in this decision, Future Development is approved based on the elements listed above. However, not all necessary information was provided, e.g. use and square footage to calculate parking. Also changes to Future Development may be necessary due to the market, tenant, etc.... Prior to Building Permit review, the Responsible Official will determine if deviations from what is shown or new information can be addressed through this decision or a revision to the ASDP is necessary.~~

7. If any new information is discovered, when a Title Report for Block 6 is provided to the City, the Responsible Official may require revisions to this proposal or void this Notice of Decision.

### **Pedestrian**

8. The applicant shall provide weather protection for pedestrians along primary pedestrian routes which are: Park Drive, west side of the alley (addressed through Block 7 ASDP), High Street, and Highlands Drive, except adjacent to the Interim Parking lot. This would increase the weather protection provided along High Street from what was shown in the application. Weather protection need not be continuous but shall be provided generally along the length of the building. Weather protection shall be a minimum of 6 ft. in depth and 8 ft above the walking surface; it does not have to be attached to the building.
9. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc... There shall be at least two steps in each exterior stair and they shall be generally level. Narrow planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width.

### **Landscape**

10. A preliminary landscape review was conducted. More detailed review will occur with the building or utility permit, and a joint ARC/MDRT landscape review will occur. The following are preliminary landscape comments:
  - Landscape for the site must comply with the Traditional Townscape standards, e.g. formality and urban character both in terms of configuration and species, durability, etc... Many plants selected are inconsistent with the Traditional Townscape character and the pattern is not consistently formal.
  - Provide a pair of trees or other vertical element acceptable to the

Responsible Official to highlight the eastern exit from the theater (between Auditoriums 13 and 14).

11. Parking lot landscaping for the Permanent ADA parking lot is ~~not~~ approved as presented. ~~See Attachment #2 for concept to meet requirements.~~ With the Utility Permit for paving, provide the following landscape information to show where required parking lot landscape is provided:
  - 10% parking lot landscape must be provided with the internal to parking lot; ~~landscape at the edge of the parking lot doesn't meet requirements.~~ No more than the equivalent of 4 standard stalls may be placed in a continuous row; this would be 3 ADA stalls and loading zones.
  - a three foot hedge (height and width) at installation must be provided along the sidewalk; it is unclear if the landscape materials shown will accomplish this. (Under certain circumstances a wall can be substituted for a hedge.)
  - Consider modifications allowed by AM04-020IH to improve the edge of the lot and reduce interior landscape.
12. Mexican pebbles may be used along the building as shown on G-002 as long as the pebble area is no more than 1 ft in width and not visible from adjacent pedestrian areas, e.g. trail, exits, plaza.
13. Prior to the issuance of any construction permit, existing street trees shall be protected during construction either through removal and appropriate off-site storage or temporary fencing erected.
14. If the project is built in phases, the interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
15. Any trees planted in a plaza or within 8 feet of a public sidewalk, curb, road, alley, woonerf or similar types of paving must have root barrier installed.
16. Compliance with the water conservation standards shall be evaluated as part of the Utility Permit for landscape.

### **Urban and Building Design**

17. Provide architectural treatment for the Permanent ADA parking lot's vehicular entrance to minimize its presence to the pedestrian while not obscuring its presence to drivers.
18. Eliminate the building setback of the theater along High Street. For example, enclose the space below the required exit balcony with design and materials identical or similar to the building and use the railing and weather protection to create a sense that the building is located at the back

of the sidewalk. No gravel may be used within 20 ft of right-of-way. Prior to building permit submittal, provide the MDRT with a schematic design for eliminating the setback, consistent with the Development Agreement.

19. On the alley side of the theater, landscape, if used, shall provide visual relief and interest for the façade and not be used as filler or buffer.
20. The northern edge of the cinema's waste enclosure shall be extended to the northeast corner of the property.
21. The weather protection must be more than 8 ft above the walking surface to accommodate pedestrian oriented signage and to minimize potential for conflicts.
22. Tenant use of right-of-way as indicated in the permit is not approved as shown. See Attachment #3 for allowed use areas.
23. Design buildings with strong, iconic, and/or interesting corners at intersections. This could include the height of the corner portion of the building, its shape (in contrast to the rest of the building), colors and materials, weather protection, etc.... The applicant should also consider relating the selected response to those used in adjacent blocks.
24. All pedestrian entrances shall be designed to highlight the presence of the entry by including architectural treatment, change in streetwall, and/or other response. Weather protection shall be provided at every pedestrian entry/exit.
25. All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.
26. The building permit and tenant improvements must clearly identify all locations, heights, etc... of any element extending into the right-of-way, e.g. weather protection. Conformance with the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines*, revised in June 2007, will be reviewed with the Building Permit.

## **Parking**

27. Prior to issuance of a Building Permit for Block 6, the applicant must execute a shared parking (car and bicycle, if appropriate) agreement acceptable to the City to allow Block 6 access to its approved parking located in the High Streets District.

28. Bicycle parking is not approved. The proposed land uses on Block 6 generate the need for 54 bike parking spaces. The applicant has indicated that the requirements will be satisfied primarily in ~~on~~ Blocks 7 and 5's Interim Parking Lots with a few parking stalls on Block 6 in a Permanent ADA Parking Lot and an Interim Parking Lot. The number of required bike parking spaces may be modified based on the final parking count. A portion of the bike racks shall be located near the activity generating the bike parking demand and some should be in covered locations. The applicant must receive approval for the location and configuration of bike racks prior to submitting permits for construction other than grading.
29. Bike racks shall be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles. Final bike rack locations must be shown on Building or Utility (e.g. landscape) permit.
30. Consider providing parking spaces for motorcycles, electric vehicles, and/or super sub-compact vehicles. If provided, these spaces shall be specifically designated.
31. Design the Permanent ADA parking lot consistent with the standards thereby minimizing paved surface and place additional area to screen building side walls.
32. The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the building permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
33. Drives and drive aisles, where cars will not be backing out, will be only 18 ft wide; where all standard/ADA or a combination of standard/ADA and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide, but no wider.
34. Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls. Compact stalls located on designated fire lanes must be at least 18.5 ft in length.
35. Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by 2 ft as long as the car can hang into the landscape or hardscape by 2 ft without impacting pedestrian walkways or the proposed landscape.

36. With the permit to construct the cinema or its waste enclosure, whichever is submitted first, provide information on how loading will be handled for the cinema.

### **Roads and Drives**

37. All vehicular access within the site must be designed as driveway entrances using standard curb ramps, e.g. to the parking lot and eastern waste enclosure. All grade transition for the driveways shall occur in the planter strip area and not impinge on the sidewalk or trail. The parking ~~lots'~~ lot's entry cuts are limited to 18 ft with a 2 ft wing on either side. Vehicular entries shall be designed and sited to eliminate, or if necessary, minimize the impact to existing street trees.
38. All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed, except in the Interim Parking lot.
39. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. The applicant shall use truncated domes per WSDOT and ADA guidelines.
40. "No Parking" or "No Parking, Fire Lane" signs, as appropriate, shall be installed during construction.

### **Utilities**

41. For informational purposes:
- DCVA may be located inside the building if the water supply connection is at the mechanical room (or the place where riser and DCVA is located).
  - The mechanical room (with the DCVA) must have an exterior door for ESFR to use.
  - FDC must be located within 50ft of nearest fire hydrant.
42. In the Utility and Building Permits, show construction staging and material storage areas as well as worker parking locations and mitigation of construction impacts. If staging and material storage are on-site, the utility permit must include mitigation measures to minimize public nuisances, street closures or impacts, existing infrastructure damage and unsightliness. If off-site, provide appropriate notice from land owner that the impacts are allowed and any terms and conditions of use.
43. Wherever possible, the water mains shall be installed within the curb lines and the dry utilities will be displaced to the sidewalk and planting strip if necessary to achieve placement of the water mains within the curb lines.

In no way shall the dry utility location impact or drive building placement on the site. Dry utilities shall be shown on landscape permits and building permits to ensure these utilities are not driving building placement.

44. Any grade changes (slopes, walls, rockeries, etc...) over 2.5 ft in height which have pedestrians within 3 horizontal feet require 42 inch fall protection.
45. All dry and wet utility vaults, meters, equipment, and appurtenances are assumed to be shown on the ASDP submittal. Anything not shown on the ASDP submittal is assumed to be located within the structure. Any revisions or additions to what the ASDP has shown and approved outside of the structure requires a modification to the ASDP, except fire hydrants.
46. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
47. Exterior lighting shall be reviewed with the utility and/or building permit. A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting.  
  
The lighting plan shall comprehensively address building, street, plaza, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a point-by-point photometric calculation showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No uplighting is allowed.
48. All existing unused water stubs on the adjacent and contiguous blocks shall be removed and capped at the main.
49. Grease traps that serve the businesses must be located within paved rights-of-way so that they do not impact or reduce the amount of landscaping in planting areas or impinge on pedestrian areas.

### **Miscellaneous**

50. Utility Permits to construct the Interim Parking lots which will, in addition to on-street parking, provide the minimum required parking for the cinema and specialty retail, must be reviewed and approved prior to issuance of



the Block 6's cinema and/or specialty retail structures' building permits. Construction of the Interim Parking lot may not begin until the building permit for generating uses has been issued.

51. Provide wheel stops or curb (extruded curb allowed) between the Interim Parking Lot and adjacent pedestrian areas such as sidewalks.
52. The ~~Future Development's~~ and retail's waste enclosure is ~~not~~ approved. To serve the enclosure from Highlands Drive the enclosure must be located on the north side of the Permanent ADA surface parking lot with an 8 ft. roll up door facing the street parking lot, near the parking lot's curb cut to allow the containers to be rolled into Highlands Drive for service. The enclosure will need a keypad, Waste Management lock, ~~(or alternative access approved by the Responsible Official)~~ for Waste Management entry and a door for employees to easily enter the enclosure. 50 ft of curb must be marked "No Parking" for Waste Management, or current City provider, to pull their truck fully out of the travel lane. ~~The applicant may propose alternatives that meet the criteria identified in Reasons for Decision. See Attachment # 2.~~
53. The cinema waste enclosure must have a concrete apron that in pattern, color, or similar feature is distinguished from the adjacent pedestrian trail. The enclosure will need a keypad (or alternative access approved by the Responsible Official) for Waste Management entry. The enclosure must also have additional wall height where necessary to preclude views into the enclosure from patrons using the exit balcony.
54. When the ROW or tract property line is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted prior to Certificate of Occupancy for either building. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary.
55. All HVAC and mechanical equipment shall be fully screened from view, including all mechanical equipment located on rooftops.
56. Signs will require a separate permit. For the Interim Parking Lot: No signs, except address, directional, or informational signs, are allowed. Approved address shall be provided for the parking lot at the entrance in such a position as to be plainly visible and legible from the street or road fronting the property.
57. All development within the Property is encouraged to pursue sustainable development strategies (such as those included in the LEED certification program) and energy efficient design. If LEED certification is not pursued, the applicant shall provide the City with a report documenting how the development of this project enhanced the sustainability of the

community. This report shall be submitted prior to first (Temporary) Certificate of Occupancy for the Building.

58. The following Eastside Fire and Rescue conditions shall apply:  
Required fire flow and number of fire hydrants will be determined when the final square footage and type of construction of building is provided.

#### Reasons for Decision:

1. The purpose of the ASDP process is to ensure that proposed projects are:
  - consistent with Issaquah Highlands and City policies and regulations;
  - designed to harmonize with the neighborhood types;
  - designed with consideration of the site attributes (topography, wetlands, waterways, and views);
  - designed for the efficient and effective layout of the infrastructure; and
  - designed to achieve, protect, and enhance the character of Issaquah Highlands.Finally, the planning level review of the ASDP allows an applicant to obtain a land use decision prior to preparing detailed construction plans. As such, the plans are intentionally conceptual in nature and will likely receive further refinement and development during development of construction plans. Additional permits will be required for signs, buildings, and on-site improvements and utilities.
2. The proposal in Block 6 is for 14 screen cinema and about 13,000 sq.ft. of retail as well as a future building with about a 6,000 sq.ft. footprint ~~located in Block 6; in the near term, the future building is occupied by an Interim Parking Lot. Currently The block contains 121,063 sq.ft. or 2.78 2.42 acres; however, the proposal relies on moving the eastern property via a Lot Line Adjustment line to accommodate an alley and the feature pedestrian way trail in Block 7.~~ The pedestrian connection between Park Drive and High Street is required in PP02-004IH. The lot line adjustment, LLA09-005IH, has been submitted.
3. The permitted density is a district-wide FAR of 1.5; if all of the Issaquah Highlands' allowable commercial and retail development, including the TDRs, was built in Development Area 4 there would only be a FAR of .5. All other scenarios reduce the FAR even more by spreading the non-residential development over a larger area. The use is also within the allowed range of residential, retail, recreation, and commercial.
4. The proposal has been reviewed for its consistency with Issaquah Highlands' development standards. With incorporation of the conditions, the application is generally consistent with these standards including uses (Appendix B), stormwater (Appendix D), heights and setbacks (Appendix N), parking (Appendix O), landscape (Appendix P), urban design guidelines (Appendix S), and parks/plazas (Appendix U) as well as the 7<sup>th</sup> Amendment to the Development Agreement.
5. The proposal has been reviewed for its consistency with previous approvals including a lot line adjustments (LLA02-001IH and LLA09-005IH), the preliminary plat (PP02-004IH, Town Center), and the final plat (FP02-006IH). The preliminary plat, establishing these blocks, had an approval condition that required the incorporation of a pedestrian route

through Block 6-7, connecting Park Drive and High Street. The route must be attractive and an integral part of the site design of the adjacent area. Block 7 has proposed a Feature Pedestrian Way trail adjacent to the east side of this parcel. The plat also directed dry utilities to be located under sidewalks, streets, or alleys rather than on private property to ensure the dry utilities didn't drive building placement. Finally the plat required a 2 ft sidewalk repair and maintenance easement when walls, buildings, or similar structures are not located at the back of right-of-way. The application is consistent with these permits or as conditioned.

6. The permit has also been reviewed against Ordinance No. 2533 (Vacating Federal Drive), in particular the following additional conditions:

Section 2: #2. the configuration and safety improvements of the Park Drive/Eddy Way intersection will be constructed to facilitate pedestrian safety and efficiency for pedestrians crossing between Blocks 3 and 6/7;

Section 3: #4. The traffic, vehicular and pedestrian movement impacts of development on Blocks 6 and 7 shall be coordinated with the planning for Blocks 3 and 4C;

Section 3: #6. The Master Developer shall include all siting for future transit service in Town Center blocks to accommodate both Highlands Drive NE and NE Park Drive service. Coordination with Metro is expected and the Master Developer shall be responsible for the costs of all service-related site improvements. Development of infrastructure within the town center shall not preclude any transit services should transit become available.

These conditions in specific and the ordinance in general are being addressed through roadway design and revisions, outside of this proposal (PUB09-003IH and PUB09-006IH).

- ~~7. The applicant has proposed a lot line adjustment to adjust the property lines so the alley and Feature Pedestrian trail are in Block 7. If the lot line adjustment is not completed, then the ASDP for Block 6 does not show a proposal for the entirety of the block, as required. Thus, the lot line adjustment must be complete prior to the submittal of any permits to ensure they conform to the configuration on which the approval was based.~~

8. The short plat submitted to subdivide Block 6 may not take into account some of the Conditions of Approval contained in this Notice of Decision. While the applicant has the right to subdivide the block at this time, the subdivision may not preclude compliance with this decision. Since the applicant could choose to delay the short plat until after this decision is issued, but has chosen not to, the applicant must modify the property lines if it is necessary to comply with approval conditions.
9. When an ASDP is submitted, the entire development of the property must be shown, even if it will be built in phases. A project built in phases allows areas to be used for parking and other construction or temporary needs as well as timing construction to respond to the market. However, the City of Issaquah code requires that following grading, landscape must be installed no longer than 3 years after the grading occurs; a bond will be collected with the permit to ensure this landscaping occurs. Additional conditions may be necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided for each phase, e.g. landscape, parking, recreation, etc.... During the time that a site is undeveloped, installed landscape and its maintenance need to ensure that invasive plants do not become established. The interim landscape proposal, as conditioned, should stabilize the site.

In addition the applicant placed a note on the Future Development which might be interpreted to indicate that if the Future Development was modified, no future review by the

Responsible Official was necessary. However, the Responsible Official will determine if, when the nature of the Future Development is known, additional review, including a revision to this decision, is necessary based on the impacts of new information or the extent of modifications to the information included in this application.

10. The proposal is for a 14 screen cinema as well as 13,000 sq.ft. of retail to be constructed in Phase 1; however, the short plat may indicate that the cinema may be built separately from the retail buildings. The Phase 2 Future Development is a single story of retail that will probably be subdivided into several spaces. No timing is identified for Phase 2.
11. A purpose of the ASDP is to review a proposal within the constraints of the site. The applicant did not provide a Title Report at this time. Without a Title Report being used as the basis for developing the proposal and ASDP application, all site constraints may not be known. If in the future when the Title Report is obtained, new information may come to light that precludes or modifies what may be built on Block 6. As the Responsible Official does not know the extent of information that may be uncovered with a Title Report, the right to void this decision or require modifications to the application is necessary.
12. Allowable development in Issaquah Highlands is being tracked by the MDRT separately to ensure the entitlement is not exceeded. It should be noted that the Narrative appears to incorrectly document the square footage: the cinema is described as having 600,000 sq.ft. when in actuality it appears to have a little more than 63,000 sq.ft.; and the retail is described in the Narrative as having 17,500 sq.ft. (Phase 1 and 2) when the drawing cover sheet would indicate it has almost 19,400 sq.ft. and staff calculation would indicate Phase 1 retail is closer to 12,000 sq.ft. rather than the 13,112 sq.ft. shown. This will all be confirmed with the building permits.
13. Setbacks are established in Appendix N, and are based on Development Area and land use. No setbacks are required as there are no single family detached homes adjacent to this property.
14. The purpose of the parking standards is to balance adequate parking with economy of space. This balance is achieved through parking requirements that establish minimum and maximum parking standards. Except for the small ADA parking lot on the west side of the block and a modest sized Interim Parking Lot, no parking for any of the uses in Block 6 is provided within the block. (AM07-008IH eliminated, within the Town Center, the maximum distance between the use and parking.) The Interim Parking lot proposed by the applicant applicant contains 22 car and 6 motorcycle stalls where the Future Development was originally proposed; per the 7<sup>th</sup> Amendment to the Development Agreement this may remain for up to 10 years without further action. ~~Instead, The application notes that parking is also provided in Blocks 5 and 7 as well as on street; Block 7 and on street parking meet the minimum requirements so Block 5 parking is optional though allowed as it and the parking on Block 7 and on street are under the maximum parking; however Block 5 can not meet the required parking needs as it has not been approved as a parking lot through an ASDP process. Separate ASDPs for Interim Parking lots on Blocks 5 and 7 have been submitted simultaneously with this revised ASDP.~~ No use is identified for the retail buildings or Future Development making it difficult to determine if adequate parking is provided. The parking

chart on G-001 states that the retail use is Specialty Retail; ~~Future Development shows no use but assumes the same minimum and maximum parking standards as Specialty Retail.~~ The chart ~~on G-001~~ provided with the revision to the ASDP and provided here as Attachment 5 has been reviewed only to the extent necessary to confirm that sufficient parking is available for the uses approved through this ASDP, i.e. the cinema and Block 6 retail, as well as to track other uses relying on this parking, such as the Block 7 retail. No ASDP has been submitted for Block 2 and its use as Interim Parking has not been reviewed or approved through this or any other ASDP submitted at this time. ~~has not been reviewed except to indicate that the parking in Block 6 will meet the parking requirements of Block 6 within the minimum and maximum ranges allowed as well as to track which blocks are utilizing the parking in Block 7's garage.~~ The following table summarizes the relevant portions from G-001 in the original submittal and Attachment 5 of the revision:

| Use (amount required per unit)   | Required         |  | Parking          |
|--|------------------|--|------------------|
|  | Minimum          |  | Maximum          |
| Cinema (1 per 8 fixed seats to 1 per 4 fixed seats; 2888 seats)            | 361              |  | 722              |
| Specialty Retail (1 per 400sqft. to 1 per 250sq.ft.; 13,000+9,373 sq.ft.)* | 48 <u>32.5</u>   |  | 77.5 <u>52</u>   |
| Total Required Parking Spaces  | 409 <u>393.5</u> |  | 799.5 <u>774</u> |

The parking for Block 6 uses the bulk of the Block 7 and Block 5 Interim Parking lots ~~garage~~. The status of parking in the Block 7 and Block 5 Interim Parking lots ~~garage~~ is: [chart is new]

| Block                       | Minimum Parking | Maximum Parking | Parking Stalls | located as shown |         |       | serving other property/ies |
|-----------------------------|-----------------|-----------------|----------------|------------------|---------|-------|----------------------------|
|                             |                 |                 | Block 5        | Block 7          | Block 6 | Other |                            |
| Block 6 (cinema and retail) | 394             | 774             | 180-274        | 182-194          | 25      | 0-293 |                            |
| Block 7 (future retail)     | 19              | 31              | 0              | 19-31            | 0       | 0     |                            |
| Off-street sub total        | 413             | 805             | 274            | 213              | 25      | —     |                            |
| On-street sub total         |                 |                 | 35             | 7                | 26      | ?     |                            |
| Total                       |                 |                 | 309            | 220              | 51      |       |                            |

| Location   | Provided Parking |
|--|------------------|
| On Site: ADA parking + Interim Parking Lot           | 4                |
| Off site:  |                  |
| Block 7  | 420              |
| Block 5  | 274              |
| Total Off-street parking                             | 420              |
| Parking Credits                                      |                  |
| Park Drive   | 10               |
| Highlands Drive (reduced for Waste Management truck) | 8                |
| Total On-street parking                              | 18               |
| Total Parking  | 438              |

\*Note: none of the square footages for the retail/Specialty Retail/Future Development in the submittal match (narrative vs. front page vs parking vs staff calculation); for the purpose of this calculation, we have used the applicant number closest to the staff calculation.

| Block/Use | Parking located on     |
|-----------|------------------------|
|           | Block 7 and Block 5 to |

|   | serve another Block |
|---|---------------------|
| Block 7, future development                               | 55                  |
| Block 6   | 420                 |
| Sub-Total (parking allocated thru approved ASDPs)         | 475                 |
| Total Parking provided in Block 7                         | 547                 |
| Total Parking provided in Block 5                         | 274                 |
| Total Parking provided in Block 6                         | 36                  |
| Blocks 7 and 5 parking not accounted for                  | 72                  |
| Block 3 parking located on Block 7 (noted on cover sheet) | 78                  |
| Difference  | -6                  |

With regards to the Permanent ADA surface lot on Block 6, dimensions are incorrectly noted on L-101 G-002; correct dimensions would be: length 18.5 ft, width 8 ft. Any unused length should be placed into landscape to allow the wall of the Future Development or other structure to be screened consistent with Appendix A: "adequate, safe and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving." The stall dimensions will be confirmed with construction permits.

Additional parking requirements:

*On street parking:* up to 10% of required non-residential parking may be a parking credit on adjacent streets. The 18 on-street parking spaces are less than the permitted maximum credit of 42. (No markings or dimensions were given for the on-street parking; staff calculations assume parallel parking stall lengths of 20 ft.)

*Loading:* ~~If the Future Development is retail or restaurant, two loading spaces are required; if the Future Development is office only one will be.~~ One Loading Space is required. Three are shown in the permit, one located on Park Drive and two on Highlands Drive which is appropriate given the distribution of uses. It is not clear where the cinemas service will be (though it is assumed to use the waste enclosure and/or its apron, which will be clarified with the construction permit.

*Bikes:* For every 12 required car parking spaces, there must be 1 bike parking space. The resultant 54 bike parking spaces should be located to serve the employees and customers generating the bike parking spaces to encourage bicycle use. It appears that some of the bike parking is located in the Block 7 garage which is appropriate as this is covered; however, some of the parking should be in the cinema plaza as well as near the retail uses so that it is visible. The proposed project does not indicate the configuration or design of bike rack(s) so it is not possible to determine if 54 spaces can be accommodated. This must be determined prior to proceeding to ensure its placement is appropriate. Location of bike racks cannot impinge on adjacent uses such as walkways, entrances, etc... when the racks are fully used; also bicyclists should be able to get their bikes in and out of the racks when the racks are in use. Bike racks should also be located to encourage their use by providing covered bicycle parking as well as racks placed in useful locations.

*Compact:* ~~Compact versus standard stall sizes were reviewed with the Block 7 garage and would also be reviewed with the Block 5 site plan~~ In the Interim and Permanent Parking lots there are 11 compact stalls, 11 standard stalls, 3 ADA stalls, and 6 motorcycle stalls.

Motorcycle stalls do not count toward required parking or compact/standard ratios. Compact stalls are 44% of the total stalls which is within the allowable range of 50-60%.

*ADA:* the building department will determine if the proposal is appropriate based on the IBC and ADA requirements. Preliminary comments from the plans examiner indicate that ADA stalls for the retail must be located on-site, which is purpose of the western Permanent ADA

surface parking lot; cinema ADA parking is located in Block 7's ~~garage~~ Interim Parking lot. ~~Also it is possible only 3 ADA stalls are required on site based on the assumed parking for the retail and Future Development uses.~~

15. Parking standards require drive aisles of a certain width to ensure cars have sufficient distance to back out of parking stalls. Where cars are not backing out, but using the drive aisle solely as a travel lane, the paved width shall meet minimum travel lane dimensions. The minimum travel lane width, for two-way traffic, is 18 ft. Appendix O also specifies parking stall dimensions. Drive aisle widths for standard and compact stalls vary: 26 ft and 24 ft respectively; however, these two stall sizes are often mixed together. An average drive aisle width of 24 ft allows for consistency and predictability while also meeting the parking appendix's purpose of economy of space.
16. The application shows tenant use of the right-of-way along the Park Drive retail. *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines*, revised in June 2007, has requirements for sidewalk use, not all of which are met by the proposal. For instance, the required 5 ft pedestrian clear area is shown but it can not have bends that are more than 30°. It appears that the bends in the clear area shown are 60°. Also exits from the retail spaces and theater, connecting to the pedestrian clear area must be open and available. Attachment #3 illustrates the potential tenant use areas available.
17. Issaquah Highlands is a pedestrian friendly and pedestrian oriented community where pedestrians receive higher priority than vehicles. Where cars and pedestrians cross paths, such as at vehicular drives, the design of these junctures must convey pedestrians' priority and minimizing the impacts to pedestrians. Thus the grade transition for vehicles is within the parking strip and does not extend into sidewalk where it would impact pedestrians. Finally curb ramps should, where possible be in line with the pedestrian route to assist persons with limited mobility or sight in more easily finding the receiving curb ramp.
18. Another element in a pedestrian friendly or oriented community is visual interest. Blank walls create a dull pedestrian environment, discouraging pedestrian activity. Thus avoiding unrelieved expanses of wall is necessary. Also Appendix S states: "Blank walls are to be avoided; ...if necessary, articulation or other features should be provided." Currently it is not possible to tell the level of activity and interest presented by the proposed buildings. However, the theater walls, including those exposed prior to the Future Development construction and at the end of the parking lot, will need careful design and articulation.
19. An additional element of a pedestrian friendly and oriented community is giving circulation priority to pedestrian scale proximities, activities, and orientation. A key element of this is placing building entrances for pedestrians in convenient locations and making clearly identifiable building entries. There are many ways to make building entries identifiable such as: setting the entry back or in front of the main building plane, providing weather protection especially that somehow is distinctive from surrounding weather protection (e.g. extends further horizontally or is higher while maintaining functionality), additional or unique architectural elements that would be visible to a pedestrian, etc... . In addition, these identifiable entrances must be in locations that are convenient to where pedestrians are coming from and going to. Generally the application appears to meet these expectations and

will be further reviewed with the building permit; however, one element is not consistent. That is, the eastern exit between Auditoriums 13 and 14 is somewhat obscured by the landscape and design of the Feature Pedestrian Way. In general, the Feature Pedestrian Way takes precedence but when a significant cross route intersects the trail, it should be acknowledged through design. In addition to building design and weather protection, vertical elements of the landscape, such as a pair of trees, should draw attention to the entry.

20. Principle #5 in Appendix A states:

“Civic Celebration and Community Amenities to give special prominence, maximum public exposure, and extraordinary architectural quality to civic and common community spaces and buildings...(by) creat[ing] design features to mitigate for the rainy season, extending pedestrian functioning beyond the sunny days.”

Also, under Community Character in Appendix A the objectives include:

“F. Objective: Provide rain protection for some recreational facilities, destination and observation points to extend the pedestrian opportunity beyond the sunny days. *Grand Ridge should encourage features to protect pedestrians when it rains, such as covered pedestrian walks or glazed galleries [glass roofs between two buildings] in areas of highest density and commercial use, rain shelters at all shuttle stops and perhaps a Grand Ridge community umbrellas program.*”

The application shows weather protection on Park Drive, Highlands Drive, and the western portion of High Street adjacent to the Future Retail; the plaza has some weather protection at the entry as well as at the box office; also weather protection was a condition of approval along a portion of Block 7's Feature Pedestrian Way. No weather protection is provided along High Street adjacent to the theater.

21. As awnings, canopies, or similar element must be 8 ft above the sidewalk, if an element providing weather protection does not extend at least 6 ft from the building, it will not provide weather protection to the pedestrian; it will simply enhance the visual appearance of the building.
22. Sections provided in the application show weather protection above sidewalks. In some cases it is 10+ ft above the sidewalk; in other cases it is 8 ft above the sidewalk. Eight feet clear is the minimum. However, if pedestrian oriented signs are placed below the weather protection, they must also be 8 ft above the sidewalk, requiring the weather protection to be higher up. Pedestrian Oriented signs are a visually interesting and helpful navigation element of the streetscape thus the design should not preclude their use, even if they are not anticipated at this time.
23. The proposal is consistent with many of the relevant Urban Design Guidelines or UDG: contiguous pedestrian routes; where streets do not provide a continuous pedestrian route, trails may provide the pedestrian connection. Traditional Townscape: buildings are placed close to the street, buildings have a consistent set-to line, drives and curb cuts that interrupt the streetwall kept to a minimum, off-street parking in structures, on-street parking is used, surface parking is adjacent to buildings and is not located at an intersection corner, low walls separate private spaces from streets. There are a few aspects of the proposal that are not entirely consistent with the UDG. These are addressed elsewhere in the conditions and Reasons for Decision.
24. The Urban Design Guidelines in a Traditional Townscape neighborhood anticipate no or minimal setbacks as well as a strong streetwall. Park Drive (except for the plaza) and



Highlands Drive sides have no setbacks. Again other than the plaza, the alley has a 5 ft setback. Generally no setback would be preferable especially since the Feature Pedestrian Way in Block 7 already provides a 5 ft setback; however, the height of the theater is such that a small setback, such as the 5 ft, provides an opportunity to enhance the trail and provide a comfortable environment for pedestrians if designed to contribute to visual relief. This is consistent with the guidelines which state: "The purpose of landscaping abutting ... public open spaces ... is to ... provide visual relief, when necessary, and add interest to the building façade." Mexican Pebbles are shown as a portion of the landscape along this eastern façade (Sht G-002). Gravel or other non-plant material may not be used as a groundcover. In this case it should be minimal enough (approx 1 ft wide) and located behind plant materials so as to be not visible. If it is not visible it is acceptable to use it.

The retail portion of the High Street façade is at the property line; however, the theater portion of the building is setback 10 ft to accommodate an exit balcony which is 4-15 ft above the sidewalk grades. This is inconsistent with the project vision and Urban Design Guidelines:

- it is not a minimal setback
- a substantial portion of the building width is not at the "set-to" line
- it is filled with gravel which may not be adjacent to right-of-way and is not a suitable groundcover.
- it is not pedestrian friendly, pedestrian oriented, doesn't not contribute to an interesting building.

By enclosing the area under the required exit balcony and artfully using the railing and weather protection, the perception of a building setback can be minimized if not eliminated, consistent with the guidelines. An alternative would be to place the cinema building at the back of sidewalk and extend the exit balcony above the sidewalk as an arcade. Lastly, the presence of the waste collection should be minimized. The cinema's waste collection area is surrounded by walls, designed to match the cinema. However it is unclear if the northern edge of the apron in front of the cinema's waste collection has a wall to reinforce the pedestrian edge while also minimizing the perceived setback. Providing a wall will achieve the project vision and urban design guidelines.

25. In a Traditional Townscape neighborhood, "when parking area vehicle entrances or exits interrupt the street-level frontage, they should be ... treated architecturally ...." No treatment of the parking lot entry is shown.
26. When the streets were designed within Development Area 4, the developer chose to hold back the street trees from the intersections to allow the building corners' to have a strong presence. This necessitates buildings which respond to the building exposure created by the street tree placement. The design of the cinema provides some response with the plaza and box office placement; the retail buildings do not indicate that the design takes this exposure into account other than angled corner entries.
27. The landscape is regulated by both Appendix P and the Urban Design Guidelines. Primarily this permit is affected by the parking lot landscape requirements. Almost all parking for the proposal is in Interim Parking lots on Blocks 7 and 5 plus off-site structured parking garage; a small surface parking lot is included to provide ADA access to the retail buildings while

ADA access to theater is in Block 7. ~~Additional possible surface parking for the theater is in Block 5 which will be reviewed with the ASDP for that block.~~ The requirements of the small ADA parking lot landscape are the only ones reviewed in this decision. The standards that must be addressed are parking lot edges and landscape.

*Edges:* Parking lot landscape standards require hedges to provide a more pleasant and defined edge for pedestrians adjacent to parking lots thus improving the pedestrian friendliness of the parking lot edge. At a minimum a hedge 3 ft wide and 3 ft tall is necessary. It is not currently possible to determine if the shrubs shown on the landscape plan will accomplish this.

*Surface parking:* parking lots must landscape an area equal to 10 % of surface parking lot's stalls, drive aisles, and maneuvering space. ~~This landscape has to be internal to the parking lot; thus landscape at the head of parking stalls or along the edges of the parking lot does not contribute to the 10%.~~ The landscape provided for the 10% requirement is sufficient as shown doesn't all apply but it appears, as shown in the Attachment #2, that the applicant can make adjustments to meet the requirement. One tree for each 6 stalls is required; the proposal provides more than the minimum.

*Landscape Alternatives:* An Administrative Minor Modification (AM04-020IH) was approved for the Issaquah Highlands which allows some alternative methods for meeting this parking lot landscape requirements and which will improve the street presence of the parking lot.

28. City standards establish parking stall dimensions. Reducing paved areas while maintaining functionality is consistent with the sustainability principles of the Development Agreement. Likewise reducing the perception of the parking lot is consistent with guidelines as well as landscaping standards. By allowing cars to overhang into landscape and/or walkways, with appropriate increases in the depths of the landscape or walkways, the proposal will implement the vision of the development agreement. The overhang should be clearly shown on drawings to ensure the reviewer is clear where this technique is being used.
29. The plaza shown at the corner of Park Drive and the alley is approximately 5900 sq.ft., large enough to be regulated. Generally the design meets the both the standards in Appendix U and the guidelines in Appendix S. The plaza is consistent with the following guidelines: located near high pedestrian volumes; enclosed by buildings on at least one side; connected to an adjacent use on at least one side; ample seating opportunities though none are moveable; deciduous trees; paving of masonry, concrete or pavers; sidewalk integrated into the plaza; uses and their entrances fronting on the plaza. Street furniture isn't shown but it can be reviewed with the construction permit. The proposed plaza is also consistent with the standards including the requirements for connectivity with adjacent sidewalks.
30. Block 7 has proposed an alley and adjacent Feature Pedestrian Way to provide north/south vehicular and pedestrian routes adjacent to the site. These elements will provide access to the east side of Block 6 even though they are within Block 7. The alley will be private but will have an easement to the City (per Block 7's ASDP), benefitting the public, thus Block 6 can use them; for example, the cinema's waste enclosure is accessed from the alley.
31. The cinema, retail, and Future Development will almost entirely cover the site. With such a full site, during construction there is the potential for it to spill onto adjacent rights-of-way,

impacting pedestrians and existing residents and users. Staging and material storage plans, submitted with permits will allow for proper management and limits on impacts. Identification of construction worker parking and other measures to mitigate construction impacts will minimize conflicts.

32. A Traditional Townscape landscape is generally formal, symmetrical, evergreen which key elements of the possible landscape material are not. During Utility Permit review, MDRT will review landscape material for consistency with the Urban Design Guidelines. Currently some of the proposed landscape material as well as the placement of the plants would not result in a landscape character consistent with the Traditional Townscape character.
33. The Interim Landscape will discourage invasive plants but is otherwise non-descript, similar to that provided at the parcel south of the Park and Ride.
34. Block 6 has existing street trees on three of its sides. These trees are within the right-of-way. The City has an interest in not only protecting its property but maintaining the value inherent in these trees due to their size and maturity. Damage to the street trees might necessitate their replacement. Replacement with a new tree is not equivalent since consistency with surrounding street trees and size of the current tree is difficult to replace. Protection or removal will ensure that the trees' qualities are preserved.
35. The water feature shown at the northwest corner of the alley and Park Drive is within Block 7 not Block 6, so it is not reviewed within this permit. In the Block 7 ASDP it was noted: The water feature is not acceptable currently as it appears to be surficial and extends into the Feature Pedestrian Way. Surficial irregularities can create tripping hazards for pedestrians. A water feature in this location may be appropriate once further information is provided.
36. The United States Postal Service has not allowed mailboxes within buildings except for those necessary to meet ADA requirements. An external kiosk will likely be required. The placement of a kiosk should be made while it can be gracefully incorporated into the site plan.
37. Driveway widths are one factor in driving speeds. The driveway should be as narrow as possible to function while promoting low travel speeds as encouraged by Appendix A; the Urban Design Guidelines also state that driveway cuts in a Traditional Townscape neighborhood are kept to a minimum. Also a narrow driveway will create a safer environment for pedestrians accessing these uses. The applicant has proposed 18 ft for access to the parking lot which is acceptable.
38. The Development Agreement does not provide different standards for private and public facilities; therefore, the alley as well as any elements in the right-of-way must meet certain minimum design requirements to ensure that the construction is durable. Thus extruded curbs are not allowed except in Interim Parking lots due to their temporary nature and root barrier must be installed adjacent to public facilities. Also the Development Agreement requires root barrier within plazas.
39. Identifying wet and dry utility vaults, meters, equipment, and appurtenances now is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as

last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification.

40. Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements. This is consistent with the project goal of encouraging architectural design that creates a pedestrian friendly, gregarious and sociable public realm. And with the value placed on attractive views in the project goals, rooftop design and equipment must be taken into consideration.
41. At Issaquah Highlands sidewalks and the City of Issaquah are 5 ft wide. Generally then walkways throughout the development must meet this minimum width. Though the proposed sidewalks appear to be wide enough, car overhangs, handrails, landscape can reduce the available width if not properly designed. At utility or building permit, staff will confirm that a minimum of 5 ft. of walkway width will be provided. The use of two steps together, improves people's ability to notice the steps and thus prevent tripping.
42. Little lighting information was provided. Lighting review will occur with the building permit review. Appendix A's goals envision that this will be a sustainable community both in design and construction. A key aspect of achieving sustainability is lighting efficiency through the placement, design, and amount of light within the plat. Finally, as a garage may have lights on 24 hours a day, it is necessary to design the light to minimize impacts on adjacent areas, especially residential uses across High Street. No lighting is required in the Interim Parking lots and none is shown.
43. In the narrative the applicant focuses sustainability on neighborhood design and land use proximities. While important, an equally significant way of creating a sustainable community is through building and site design. The master developer and City are working together to ensure that the community works toward this goal. Green building and sustainable building techniques shall be encouraged for this project; the applicant is currently not intending to LEED certify their building but looking for ways to design a project that is sustainable. If LEED certification is not pursued, the applicant should demonstrate to the City how they have complied with this project goal.
44. Based on information provided by the applicant in written form, the building height is up to 50 ft, less than the 85 feet allowed. This will be confirmed with the building permit.
45. Copies of the submittal were distributed to City departments. Comments were received from Eastside Fire and Rescue (EF&R) and Public Works Operations; these were incorporated into the approval conditions as appropriate. No comments were received from the Building, Planning, and Police Departments.
46. As is the MDRT's standard practice, the application was also distributed to the City's waste purveyor, Waste Management. The proposed waste enclosure location for the retail and Future Development can not be served from Highlands Drive using the existing curb cut for the parking lot. By relocating the waste enclosure to the north side of the parking lot, and

placing the door facing the sidewalk, the enclosure can be served with the truck displacing a minimum of on-street parking. As the Future Development as well as retail uses are unknown it was not possible to review the size of the enclosure shown; however with six 4 cubic yard (cu.yd.) containers possible, hopefully the size will be sufficient.

The existing Issaquah 9 Theater has a capacity and schedule of two 2 cu.yd. containers for recycling and a 30 cu.yd. compactor for solid waste, both once a week. The proposed theater has 5 more screens so potentially two 4 cu.yd. containers as proposed plus a 30 cu.yd. compactor, potentially with service two times a week, could serve these additional screens. Three 4 cu.yd. containers are shown plus a 30 cu.yd. compactor. In the future, if food waste must be separated from garbage, a smaller compactor may be suitable; however it is unclear how much food waste would reduce the compactor size or how many containers might be required. The enclosure can use larger containers than 4 cu.yds. since it appears garbage trucks can drive up and spear them. This will be confirmed with construction permits. No wall heights are shown for the enclosures. They must be at least 6 ft tall but may need to be taller to blend in with the adjacent buildings and prevent views into the cinema enclosure from the exiting balcony.

47. Public notice was distributed as required. No comments were received.
48. Little information on signage was provided; separate permits for signs are required.
49. The proposal is within the Project Envelope for Issaquah Highlands and so no further SEPA review is required per Appendix I.
50. The 7<sup>th</sup> Amendment to the Issaquah Highlands Development Agreement identified the criteria for allowing Interim Parking Lots. The following are the criteria, followed by how this proposal does or doesn't comply with the criteria in italics:
  - a. Interim Parking Lots are defined as parking lots located between 9<sup>th</sup> and 10<sup>th</sup> Avenues NE  
Complies.
  - b. Except as specified in this Section 9.75, Interim Parking Lots shall meet all required design and construction standards except as exempted in Appendix P (Landscape), Sections 8.1.1.A and 8.2.1.3  
Complies; see Approval Condition #6a.
  - c. The Issaquah Highlands Economic Stimulus Phase extends from 2010 to 2018. Following this Phase, all or a portion of the Interim Parking Lots shall either be extended, at the discretion of the City Council based on specific circumstances that would further the Goals & Objectives (Appendix A) of Issaquah Highlands; or, be brought into compliance with the requirements of the Development Agreement or the equivalent requirements in effect at the time the Phase ends.  
Compliance conditioned; see Approval Condition #6b.
  - d. Interim Parking Lots may be built to provide required parking for Issaquah Highlands cinema or other project-invigorating retail (e.g. Appendix B, Specialty Retail) or retail-supportive commercial (e.g. Appendix B, Community Business Uses), but not as required parking for Office Uses, General Commercial Uses, or Light Manufacturing Uses as specified in Appendix B  
Complies: parking on this property will serve either the cinema or specialty retail

located in Block 6. There may be additional parking available for other appropriate uses. To ensure compliance, construction of the Interim Parking lot may not begin until building permit(s) for appropriate uses generating the need for the lot have been issued to ensure the lots are only for the allowed and specified uses.

e. An Interim Parking Lot shall contain a minimum of 25 parking stalls.

Complies: Block 6's Interim Parking lot contains 22 stalls plus 6 motorcycle stalls, in addition to 3 permanent ADA parking stalls.

f. No more than 725 total Interim Parking stalls may be constructed.

Complies: Interim parking stalls submitted for ASDP at this time are: Block 6 with 22 stalls, Block 7 with 213 stalls, and Block 5 with 274. This totals 509 Interim parking stalls. The exhibit submitted with these ASDPs indicates Block 2 may also contain Interim Parking stalls but no land use permit has been submitted and the location of the remaining 216 stalls will be reviewed at that time.

g. Interim Parking Lots and their stalls must be tracked on Town Center/High Streets Regional Parking map and spreadsheet (AM07-008IH).

Compliance conditioned; see Approval Condition #6c. The exhibit submitted with the ASDPs is not the Regional Parking Map and so the overall drawing must be updated.

h. All Interim Parking Lots must be owned by the Master Developer; or, as otherwise approved by the Responsible Official where equal or greater protection can be provided to the City.

Compliance conditioned; see Approval Condition #6d.

i. All parking in Interim Parking Lots must be free of charge (cost).

Compliance conditioned; see Approval Condition #6e.

51. During review of the Interim Parking lot amendment to the Development Agreement, one element discussed by the public, UVDC, and City Council was the presence and importance of street trees as the only landscape associated with Interim Parking lots. The street trees are not required but when they can be preserved, the intent of the amendment will be better accomplished. As the driveway is one serving a permanent parking lot, removal of one street would be necessary anyway; in addition, there are other vertical elements, such as the Waste Enclosure and Service Area which will compensate for the removal of one street tree.
52. It is unclear from the drawing whether extruded curb is provided along the Highlands Drive sidewalk. Some element (e.g. extruded curb, wheel stops) must protect pedestrians from cars overshooting the edge of the Interim Parking lot into the sidewalk/pedestrian zone.
53. ASDPs provide a preliminary review to ensure that in concept a proposal is allowed, prior to the development of more detailed construction drawings. However, with the preparation of construction drawings, changes may occur due to site constraints, construction costs, and other factors. It is necessary to know exactly how many parking stalls will be contained in the Interim Parking lots prior to issuing a building permit, since the building permit depends on the parking lot. The building permit will be then conditioned to ensure that the construction of the Interim Parking lots is complete prior to (Temporary) Certificate of Occupancy for any use dependent on it for parking. Construction of the Interim Parking lot may not begin until the building permit for generating uses has been issued.



Lucy Sloman, AICP, MDRT Planning Consultant

February 7, 2011  
Date

Attachment List:

1. ~~Site plan, June 19, 2009, Sht. G002~~
2. ~~Reconfiguration of parking lot and adjacent uses~~
3. Tenant Use of sidewalk
4. Interim Parking Lot: L-101, dated January 27, 2011

cc: Keith Niven, MDRT Program Manager  
Dan Ervin, MDRT Engineering Consultant  
Doug Schlepp, MDRT Engineering Consultant  
Erin Jensen, HSA

